

Appendix B – EEHVS Guiding Principle Design Guidelines

Key Outcomes – Guiding Principles

The Evergreen•East Hills Vision Strategy Key Outcomes and Guiding Principles are the framework from which the following design guidelines were developed. Each of the Key Outcomes should be considered together to provide direction for new development in the Evergreen•East Hills area.

1. New development should follow the “sustainability” principles of equity, environment and economic development.
2. All new development should be high quality and aesthetically pleasing.
3. Infrastructure and services should support the planned levels of residential and commercial/retail/office development.
4. Increase the overall livability of Evergreen by fostering vibrant commercial/business, mixed use, and residential areas linked by various transportation modes and community amenities.
5. Create housing opportunities for a wide range of household types and income levels.
6. Apply the concepts of Transit-Oriented Development near future transit stations.

Each Key Outcome has an associated set of Guiding Principles organized by topic heading. A portion of these have a possible direct impact upon site and architectural design elements that can be implemented as part of the entitlement project review process.

Design Guidelines

Design Guidelines reinforce the community vision defined by the Guiding Principles and Key Outcomes. The following list of guidelines is organized according to the Outcome and Principle that they are intended to implement. The following list of Design Guidelines is intended to be used as a tool for the review of all new development proposals within the Evergreen Development Policy area as a supplement to other Design Guidelines and Policies in use by the City for the review of new development projects.

Key Outcome #1

Key Outcome #1 includes the following principle related to development projects:

- Environment: Protect the environment through energy and water conservation, alternative energy sources (e.g., solar), “greenbuilding,” and other sustainability approaches.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement this principle:

- a. All new development should avoid significant site grading or other disturbance of natural features. Projects should make use of split pads or other measures to minimize their impact upon the environment

- b. All new single-family and multi-family residential development should incorporate Passive Solar Design Plan subdivision lots and street layout to optimize solar access for all homes
- c. New development should incorporate Green Building design measures as feasible. A full list of Green Building design measures is included in Appendix D.

Key Outcome #2

Key Outcome #2 includes the following principles related to development projects:

- Ensure new development is designed with high level of architectural detail, innovative urban design, and high quality materials.
- Diversify architectural styles.
- Minimize the obstruction of views.
- Ensure new development is compatible (in terms of design, density, massing, etc.) to adjacent properties and is well-integrated with existing neighborhoods and surroundings.
- Ensure new single-family house sizes are commensurate with the size of the lot and nearby housing developments.
- Locate (i.e., set back) buildings appropriate distances from the sidewalk to create desired neighborhood/community character, landscaping, and friendly and safe pedestrian environment.
- Coordinate and integrate land use planning between land uses (e.g., residential, civic/school/commercial, etc.) to address access, parking, pedestrian connections, and other issues.
- Maintain properties in good condition.
- Ensure new development on larger properties transitions in increasing height and density away from nearby existing lower intensity development.
- Provide adequate parking for all residents and their guests within new residential developments.
- Encourage the renovation, rehabilitation, and revitalization of commercial and residential properties.
- Create safe, well-lit places.
- Beautify the community (i.e., improve the overall aesthetics) of Evergreen through tree plantings, utility undergrounding, and other means.
- Use photo simulation and other three dimensional techniques to simulate new development and its potential impacts to neighborhoods (i.e., increases in height) and the transportation system.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

- a. All new development should be designed with high level of architectural detail, innovative urban design, and high quality materials.
- b. For new single-family detached homes, the same unit floor plan can be used for no more than 20% of the units on any given street block (alternatively, within new single-family residential developments, no more than 3 units per block may have the same floor plan.)
- c. For attached single-family homes, façade treatments should be varied through use of stoops, bay windows, bow windows, turrets and variation of roof treatments

- so that no more than two units have the same treatment on any given street. If two units have the same treatment, they should not be adjacent.
- d. For multi-family developments with multiple buildings, different heights and massing should be used to visually distinguish buildings. While buildings should have architectural continuity, unique architectural elements should also be used on each building to give it a distinct visual character.
 - e. For any development with significant amounts of slope, the preservation of views for existing adjacent development or established uses should be considered in the site design. New buildings should be arranged so as to preserve those views to the extent feasible.
 - f. The Floor Area Ratio (FAR) for new single-family residential units should be no more than 65%.
 - g. The maximum height for new construction adjacent to existing single-family uses is 2 ½ stories and 35 feet within 70 feet of the shared property line.
 - h. A minimum 25-foot aggregate 2nd story rear setback and a 20-foot minimum 1st and 2nd story rear setback should be provided for all new residential development adjacent to existing single-family or multi-family uses.
 - i. Clear delineation should be incorporated into site design when residential development directly abuts a public park (i.e., low fence line, sidewalks, etc.).
 - j. The size of new residential lots and new residential structures should be within 25% of the average size of the residential lots and structures on the immediately adjacent (abutting) properties.
 - k. For single-family attached or detached units, provide two covered parking spaces and one off-lot (guest) parking space per unit. Units without a driveway apron of at least 23 feet in length must be provided with 1.3 guest parking spaces per unit. Guest parking spaces should be located within 150 feet of the unit it supports.
 - l. Off-lot parking can be accommodated through on-street parallel parking in front of new units or through parking bays with perpendicular parking adjacent to new streets.
 - m. Excess surface parking lot areas should be minimized by utilizing opportunities for dual use between residential, commercial and public uses.
 - n. Within new development that incorporates public facilities (e.g. schools, libraries), a means of direct pedestrian access should be provided to those facilities from adjacent residential and commercial areas.
 - o. When development takes place on a site with existing structures, those structures should be incorporated into the new development to the extent feasible.
 - p. For new single-family residential development, floor plans, which would accommodate a home occupation use, is encouraged in order to reduce vehicle commute traffic.

Key Outcome #3

Key Outcome #3 includes the following principles related to development projects:

- Auto Transportation: Consider a grid street system for large development sites, connecting to the surrounding street network.
- Auto Transportation: Consider roundabouts instead of traffic signals.
- Bus and Rail Transit: Utilize existing public transit system to the greatest extent possible.

- Bicycle and Pedestrian Travel: Ensure adequate sidewalk widths, street trees, lighting, and other features to facilitate walking.
- Parks, Trails and Open Space: Establish parks, trails, community gardens, and other open spaces that provide recreation and green areas to support existing and future residents and workers.
- Parks, Trails and Open Space: Preserve current open space uses to the extent possible.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

- a. Within all new subdivisions, cul-de-sacs should only be used when alternative street configurations are not feasible.
- b. New streets should be connected to existing streets wherever street design standards, including safety considerations, make such connection possible.
- c. New subdivisions should incorporate a street grid system that provides multiple route choices for movement within the subdivision and multiple points of connection to surrounding streets to the extent feasible.
- d. New street connections should incorporate roundabouts where possible.
- e. All new development should address any adjacent transit facilities through site design and architectural elements, including location of building on site in proximity to transit facilities, provision of pedestrian walkways and location of building entrances so as to support transit use.
- f. Multi-family residential buildings in proximity to transit facilities should be provided with multiple entrances (e.g. individual unit or unit cluster stoops).
- g. Installation of new sidewalks, street trees, pedestrian oriented lighting and other features should be provided with all new development at or above City standards.
- h. New commercial development should include open space plazas (e.g. outdoor dining areas for restaurants and landscaped open areas for customers).
- i. New residential development should incorporate private open space areas programmed for active use (e.g. tot lots, half-court basketball, BBQ/picnic areas.)
- j. Open spaces within new development areas should be linked to existing open space features.

Key Outcome #4

Key Outcome #4 includes the following principles related to development projects:

- Retail: Introduce mixed use development, including residential/retail or residential/office/retail in the same building.
- Retail: Create opportunities for people to meet and socialize in public places, businesses, recreation areas, etc.
- Retail: Promote the enjoyment of people and the aesthetics of the area.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

- a. New development on the Arcadia Opportunity Site should include a minimum of 100,000 square feet of retail or other commercial uses.
- b. New development on the Evergreen Community College Opportunity Site should include a minimum of 60,000 square feet of retail or other commercial uses.

- c. At least 50% of the commercial development on the Arcadia and Evergreen Community College Opportunity Sites should be incorporated into mixed-use development as a residential/retail or residential/office/retail mix.
- d. Mixed-Use projects should be given priority for development at suitable locations outside of the four Opportunity Sites (e.g. mixed-use development is strongly encouraged for any development site where the General Plan supports mixed-use).
- e. Outdoor plazas, including landscaping and seating areas, should be provided in close proximity to new retail development.

Key Outcome #5

Key Outcome #5 includes the following principles related to development projects:

- Establish development opportunities for affordable and mixed income housing to meet the housing needs of all stages of life (single, married, family, “empty nester,” and senior).
- Create opportunities for a range of different housing types (single-family, apartments, condominiums, live/work, etc.).
- Mix housing types within a single development site.
- Create opportunities for both home ownership and rental units.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

- a. Any medium or large-scale development project (e.g. greater than 10 units) should include at least two different unit types (e.g. detached, attached, rental, ownership, etc).

Key Outcome #6

Key Outcome #6 includes the following principles related to development projects:

- Maximize the synergy of the planned transit investment by adding high density residential, mixed use (i.e., residential/industrial/commercial/retail), and job-generating development that is oriented to the pedestrian and transit users.
- Balance the mix of uses, including a ground floor retail district oriented to transit stations and civic uses.
- Place buildings close to the street, consistent with Key Outcome #2, bullet 6 for non-transit areas.
- Orient the buildings and their entries to the street.
- Design the buildings so that residents, workers, shoppers, and others find transit convenient and attractive.

The following Design Measures, in conjunction with other City policies and guidelines, are intended to implement these principles:

- a. Incorporate physical improvements, such as sidewalk improvements, landscaping and bicycle parking that act as incentives for pedestrian and bicycle modes of travel.
- b. Provide secure and conveniently located bicycle parking and storage for employees and visitors;
- c. Provide bicycle and pedestrian connections from the site to the regional bikeway/pedestrian trail system.

- d. Construct transit amenities such as bus turnouts/bus bulbs, benches, shelters, etc.
- e. Provide direct, safe, attractive pedestrian access from project land uses to transit stops and adjacent development.
- f. Provide bicycle lanes, sidewalks and/or paths, connecting project residences to adjacent schools, parks, the nearest transit stop and nearby commercial areas.
- g. Provide secure and conveniently placed bicycle parking and storage facilities at parks and other facilities.
- h. Provide neighborhood-serving shops and services within or adjacent to residential project.
- i. Provide a satellite telecommute center within or near the development.
- j. Incorporate commercial services onsite or in close proximity (e.g. day-care, dry-cleaners, fitness centers, financial services, grocery stores and/or restaurant).
- k. For the Arcadia and Evergreen Community College Opportunity Sites, building entrances and attractively designed open spaces (plazas or landscaping) should be provided adjacent to or in close proximity to any existing or planned transit facilities.